

3 TRANSPORTATION

This chapter provides direction and policies to maintain a safe, efficient and multi-modal transportation system in Coon Rapids through 2030. The Transportation Plan identifies a system that includes roads and highways, commuter rail and other transit services, pedestrian and bicycle facilities, freight movement, and aviation.

The transportation component of the Comprehensive Plan provides a framework for future City development, based on those aspects of transportation that most influence community development. The Plan also ensures the rational and economical development of the regional transportation system.

Several general premises guide the Plan, balancing urban development with community amenity, welfare, and environmental protection considerations. The Plan's development strategy focuses on:

- Existing Conditions
- Traffic Analysis Zones (TAZ)
- Highways and Streets
- Transit
- Bicycle and Pedestrian Facilities
- Aviation
- Special Situations (Corridor Studies)

EXISTING CONDITIONS

Highways and Streets

Functional Classifications

The City's highway and street system can be broken down into four classifications: principal arterials, minor arterials, collector streets and local streets. Principal arterials, minor arterials, and collector streets are listed in Table 3-1 "Functional Classification of Streets – 2007" and are shown on Map T-1 "Arterial and Collector Streets." There are three principal arterials in the City, Highways 10 and 610, and County Road 14 (Main Street). The purpose of these roadways is to provide inter-regional connections with an emphasis on mobility. Minor arterials provide intra and inter City connections. Minor arterials include county highways and major City streets with an emphasis on mobility.

Collector streets provide access between neighborhoods and from neighborhoods to small commercial concentrations. The emphasis of these streets is equally on mobility and access. Local streets connect blocks and parcels of land. The emphasis of these streets is land access.

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TABLE 3-1: Functional Classification of Streets – 2007

Principal Arterials Type I	Minor Arterial A Type II	Minor Arterial B Type III	Collectors Type IV	Collectors (cont.) Type IV
US 10	Coon Rapids Blvd.	Round Lake Blvd. (from Main St. to Coon Rapids Blvd.)	119 th Ave.	99 th Ave.
State Hwy 610	Main St. (from Hwy 10 to Anoka)	Crooked Lake Blvd.	Northdale Blvd. (from Crooked lake Blvd. to Round Lake Blvd.)	Robinson Dr.
Main Street (from Hwy 10 to University Ave.)	Hanson Blvd. (from Andover to Coon Rapids Blvd.)	Northdale Blvd. (from Hanson Blvd. to Crooked Lake Blvd.)	Mississippi Blvd.	Woodcrest Dr.
	Northdale Blvd. (from University Ave. to Hanson Blvd.)	101 st Ave.	Hanson Blvd. (from Coon Rapids Blvd. to 99 th Ave)	Creek Meadows Dr.
	Foley Blvd. (from Northdale Blvd. to Hwy 610)		Pheasant Ridge Dr.	Xeon St.
	East River Road		98 th Ave.	121 st Ave.
	State Hwy 47		Egret Blvd.	Shenandoah Blvd.
	University Ave.		Foley Blvd. (from Main St. to Northdale Blvd.)	133 rd Ave.
	Round Lake Blvd. (from Andover to Main St.)		93 rd Ave.	Dogwood St./115 th Ave.
	Coon Creek Blvd.		Evergreen Blvd.	Blackfoot St.
			Xavis Street	Riverdale Dr.
			105 th Ave.	85 th Ave.
			109 th Ave.	Coon Rapids Blvd Ext.
			93 rd Ave.	Springbrook Dr.

Local streets typically connect to other local streets and collectors. Both collector streets and local streets are City streets.

The changing traffic patterns and increase in traffic are shown on Table 3-2 “Traffic Counts 1997 to 2005” and Map T-2 “Traffic Counts 2005 and 2030.” With the construction of the Northdale Boulevard and Creek Meadow Drive bridges over Highway 10, traffic patterns have changed. The City has examined these new traffic patterns and evaluated the need to change the functional classifications of some streets. The suggested changes in functional classifications are shown on Map T-3 “Proposed Arterial and Collector Streets.”

Northdale Boulevard

With the construction of the Northdale Boulevard bridge over Highway 10, the function of Northdale Boulevard has changed. It is currently classified as a B Minor Arterial from Hanson Boulevard to Crooked Lake Boulevard and as a Collector from Crooked Lake Boulevard to Round Lake Boulevard. The functional classification should be changed from Collector to B Minor Arterial for the length of street between Round Lake and Crooked Lake Boulevards.

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Crooked Lake Boulevard/131st Avenue

The City of Andover is proposing to change the functional classification of Crooked Lake Boulevard from local to collector. To reflect this change, the functional classification of Crooked Lake Boulevard from the Andover boundary to 131st Avenue and 131st Avenue from Crooked Lake Boulevard to Coon Creek Boulevard should be changed from local to collector.

Existing and Future Traffic

Changes in traffic volumes between 1997 and 2005 are shown in Table 3-2 below.

TABLE 3-2: Traffic Counts 1997 to 2005

STREET NAME	1997	1999	2001	2003	2005	% CHANGE 97-05
Hwy 610 Bridge	51000	57000	58000	78000	84000	64%
Hwy 10 (E of Hanson)	65000	68000	83000	90000	93000	43%
Main St. @ Foley Blvd.	16100	18100	15000	19000	21500	33%
Main St. @ Coon Creek Blvd.	18500	20500	20500	21000	17000	-8%
Round Lake Blvd. S of Main Street	10600	11500	15800	14900	15000	41%
Round Lake Blvd. N of Hwy 10	25000	26000	27000	30000	29000	16%
Northdale Blvd. N of Hwy 10	10600	9800	9800	10500	10000	-5%
Northdale Blvd. S of Hwy 10	14000	12500	12500	14500	14500	3%
Hanson Blvd. N Hwy10	19500	18000	18000	25000	29000	49%
Hanson Blvd. S Hwy10	15500	13500	13500	15500	14900	-4%
Hanson Blvd. N Main St.	14800	15600	15600	21000	21500	45%
Coon Rapids Blvd. West	24200	23500	23500	24500	21500	-11%
Coon Rapids Blvd Central	32900	35000	35000	35000	34000	3%
Coon Rapids Blvd. East @ Northtown Mall	41000	43000	22000	21000	17700	-57%
Coon Creek Blvd.	10300	10500	10500	13200	14100	37%
Foley Blvd.	17000	20600	20000	23000	21800	28%
University Ave.	17700	16500	13000	19000	18900	7%
East River Road	14600	15300	13900	15300	15900	9%
Hwy 47 @ Northtown Mall	28500	27500	21000	25000	23500	-18%

Source: MnDOT M.S.A.S. Traffic Volume Map Series

The table shows that traffic volumes on the City's three principal arterial streets (Highway 610, Highway 10, and Main Street measured at Foley Boulevard) increased 64%, 43%, and 33% respectively between 1997 and 2005. These streets provide inter-regional connections.

Much of the increase in traffic occurring in Coon Rapids is the result of growth in adjacent communities. However, there were also two major road construction projects that contributed significantly to the increase in traffic on Highway 10. First, the new stretch of Highway 10

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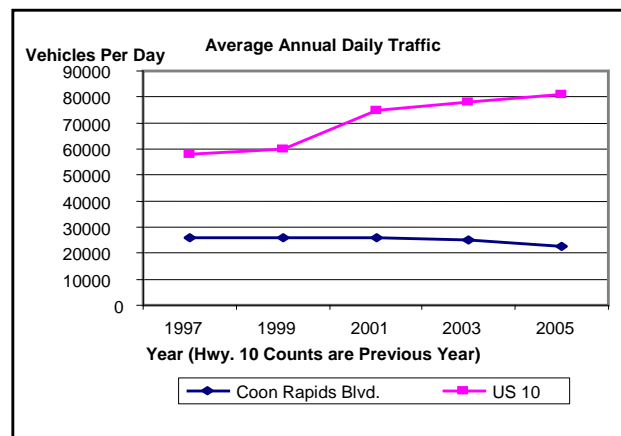
was opened between University Avenue and I-35W in about the year 2000. Also, the 610 bridge and the connection west to Highway 169 were opened in the period since 1997.

The result of these changes, without increasing the number of lanes between Egret Boulevard and Round Lake Boulevard, was that the average daily traffic volume in the year 2005 of 93,000 vehicles on Highway 10 east of Hanson Boulevard was the most traffic per lane of any location in Anoka County. That included any parts of Highways I-35W or Interstate I-694 in the county.

The remaining roads listed in Table 3-2 on the previous page are minor arterial streets. They provide intra-regional connections as well as inter-regional connections. The traffic increase on some of the arterials is a function of the growth occurring in adjacent communities, especially those to the north. Residents living north of the City utilize the north/south arterials such as Hanson Boulevard, Round Lake Boulevard, and Coon Creek Boulevard to access Highway 10. The growth of the Riverdale shopping area, a regional draw, has also contributed to the increase on Round Lake Boulevard.

The 4% decrease in traffic on Hanson Boulevard south of Highway 10 and 11% decrease on Coon Rapids Boulevard west of Crooked Lake Boulevard could be attributed to the loss of commercial business along Coon Rapids Boulevard and diversion of traffic to Highway 10. The traffic on Coon Rapids Boulevard near Northtown has decreased 57% from 1997 to 2005. This decrease can be attributed to the construction of Highway 610 and the new stretch of Highway 10 between University Avenue and I-35W. About half of the motorists that used this part of Coon Rapids Boulevard in 1999 were diverted to the new Highway 10 connection to I-35W.

The *Average Annual Daily Traffic* graph below shows a substantial increase in traffic on Highway 10 while Coon Rapids Boulevard (measured between Hanson and Crooked Lake Boulevards) has declined slightly from 1997 to 2005.



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Coon Rapids believes that Highway 10 is reaching capacity. Plans for a third lane between Egret Boulevard and Hanson Boulevard have been recently been proposed. Without the additional lane, the City fears that there will be growing congestion and delays on Highway 10 that will result in diversion of traffic to Coon Rapids Boulevard and other City streets such as Foley Boulevard, Egret Boulevard, Hanson Boulevard, Robinson Drive, Northdale Boulevard, and Round Lake Boulevard.

Diversion of traffic would be especially troublesome for future redevelopment efforts along Coon Rapids Boulevard. It has been the historical backbone of the transportation system in Coon Rapids. In the past, it functioned as the main commercial corridor in the City. As commercial uses migrated to other areas of the City, the Boulevard's role as a commercial corridor has changed. It has become more of a commuter street and an alternative to Highway 10. The City's plan calls for residential uses along the street.

The City recognizes that Coon Rapids Boulevard is a primary traffic corridor through the City. As such, certain design standards should be in place to ensure the efficient flow of traffic. However, the Boulevard is also important in that it creates a major visual impression of the City. In order to enhance the appearance of the Boulevard, the City should work toward maintaining the existing level of service and creating a friendlier urban environment while not adding lanes.

The City realizes that this will be difficult because the future projections of growth in surrounding communities. The Metropolitan Council projects that there will be 70,000 more people in Andover, Anoka, Ramsey and St. Francis in 2030 than there are today. The increased growth will mean increased traffic. The changes from the traffic counts in 2005 to the 2030 projections can be seen on Map T-2.

Congested areas already exist in the City. Congestion is measured by various levels. Those levels of concern are Levels of Service (LOS) D, E, or F. They are defined as follows:

Level of Service D – many vehicles stop, unfavorable progression and individual traffic light cycle failures.

Level of Service E – limit of acceptable delay, poor progression, and frequent traffic light cycle failures.

Level of Service F – unacceptable delays, poor progression and over saturation of traffic.

Problems areas and their LOS are shown below.

Intersection or Road Segment	Level of Service
1. Highway 10 from County Road 14 to Egret	D
2. County Road 14	E or F
3. Coon Rapids Boulevard from Egret Blvd to Hanson Blvd	D
4. Space reserved for more discussion of Level of Service, if necessary.	

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Traffic Analysis Zones (TAZ)

The following Traffic Analysis Zones (TAZ) table includes existing and projected population, households, and employment for each TAZ in Coon Rapids. The following Map T-4 “Traffic Analysis Zones” shows the location of the 26 TAZ as defined by the Metropolitan Council. The Metropolitan Council and Anoka County use TAZ to make future transportation projections. The Metropolitan Council provided the population, household and employment data shown in the chart. The 2010, 2020 and 2030 projections were extrapolated to the different TAZ based on amount of vacant land, redevelopment opportunities, and future land use designations.

Table 3-3 Allocation of Forecasts to Traffic Analysis Zones (TAZ)

TAZ#*	2000			2010			2020			2030		
	Pop	HH	Emp	Pop	HH	Emp	Pop	HH	Emp	Pop	HH	Emp
31	3522	1174	25	3767	1338	25	3942	1468	55	3852	1468	85
32	1104	368	50	1325	517	50	1300	517	70	1250	517	80
33	1471	541	400	1474	585	544	1444	585	574	1414	585	604
34	257	94	800	257	137	800	247	137	820	207	137	840
54	0	0	626	0	0	626	0	0	826	0	0	1056
55	2297	856	315	2423	961	315	2413	991	415	2383	991	515
57	1235	465	1159	1261	530	1202	1231	585	1302	1191	605	1402
58	4452	1574	618	4538	1659	702	4488	1714	802	4438	1734	902
59	0	0	514	0	0	1914	0	0	1964	0	0	1994
60	1572	491	915	1580	543	1036	1620	603	1136	1560	603	1166
61	2041	757	64	2167	863	291	2322	968	391	2292	968	401
62	859	284	376	859	327	376	839	327	406	809	337	446
63	5014	1811	1043	5074	1884	1143	5034	1894	1243	4994	1994	1343
64	4697	1687	2067	4873	1818	2341	4923	1878	2391	4873	1978	2491
65	6259	2542	1923	6529	2741	2006	6519	2751	2106	6489	2781	2206
66	3642	1325	1073	3664	1379	1133	3714	1429	1193	3644	1439	1293
67	3009	1066	248	3094	1166	248	3144	1226	298	3084	1236	388
68	4022	1517	1128	4084	1591	1128	4004	1591	1178	3914	1591	1253
69	2260	928	709	2590	1136	709	2720	1271	809	2690	1371	894
70	133	64	737	133	107	737	317	167	757	307	167	857
71	994	358	141	1009	407	141	1009	417	191	989	417	211
72	1257	590	4829	1299	654	4931	1289	664	5121	1259	664	5191
73	9790	3439	1040	9981	3598	1090	9959	3658	1190	9919	3758	1290
74	973	409	108	2972	1378	158	2932	1378	188	2872	1378	218
88	747	238	134	747	281	134	590	281	154	570	281	204
89	0	0	420	0	0	420	0	0	420	0	0	470
Total	61607	22578	21462	65700	25600	24200	66000	26500	26000	65000	27000	27800

Pop = Population forecasts HH = Households forecasts Emp = Employment forecasts

GOALS AND POLICIES

During the City's *2030 Visioning Plan* process, residents participating in a community survey identified transportation related issues as serious challenges facing the City. They stressed a need to alleviate the congestion on Highway 10. The back-ups and delays on Highway 10 contribute to increased congestion on local and neighborhood streets. Residents believe the Northstar Commuter Rail line will have a positive impact on the community and provide another option for accessing the metropolitan area. Street maintenance, especially the reconstruction of Coon Rapids Boulevard, was cited as a problem. The residents also stressed that the City needs to be an active and cooperative participant in discussions that address multi-jurisdictional transportation issues. Based on these needs, this section sets goals with respect to transportation in Coon Rapids, as well as policies, or courses of action, which can be followed to achieve the goals.

HIGHWAYS AND ROADS

Goal #1: Safe movement of traffic through the community.

Objectives:

- 1-1. To reduce the number of traffic accidents.
- 1-2. To reduce the number of traffic deaths.
- 1-3. To reduce the level of traffic noise.

Policies:

- 1-1. Develop and maintain traffic patterns that keep commercial and industrial traffic out of residential neighborhoods.
- 1-2. Work with Anoka County and MnDOT to keep through-traffic on arterials to minimize traffic on residential streets.
- 1-3. Work with other agencies to reduce traffic accidents at key intersections identified on Map T-5 "Top 10 Accident Locations."
- 1-4. Include traffic calming techniques in road improvement programs as appropriate.
- 1-5. Establish lower speed limits when reasonable.
- 1-6. Continue implementation of 5-year street improvement and pavement management plans.

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- 1-7. Work with Anoka County and the Metropolitan Council on changing the functional classification of certain streets where necessary.
- 1-8. Ensure traffic control devices are located where appropriate.
- 1-9. Urge the County to consider utilizing urban design standards for County roads extending through Coon Rapids.
- 1-10. Work towards grade separated railroad crossings throughout the City.

Goal #2: Reduced congestion on local, county and state roads.

Objective:

- 2-1. To incorporate access management guidelines and limit direct access to arterials and collectors.

Policies:

- 2-1. Provide for access control per county and state access management policies, when possible.
- 2-2. Limit access to minor arterial roads from abutting properties, local and collector streets.
- 2-3. Maintain minimum separation distances between driveways and intersections.
- 2-4. Require new plats to show continuity of street patterns and access to adjacent parcels and neighborhoods.
- 2-5. Reduce curb-cuts and encourage shared driveways.

Goal #3: Increased capacity on principal and minor arterial streets.

Objectives:

- 3-1. Lane additions to principal arterials that reduce congestion.
- 3-2. Other improvements to principal and minor arterials that reduce congestion.

Policies:

- 3-1. Work with MnDOT to implement the findings of the *Highway 10 Inter-Regional Corridor Study*.

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- 3-2. Work with Anoka County on access management and roadway improvements to County Road 14 (Main Street).
- 3-3. Work with the Anoka County on the reconstruction of the Northdale Boulevard/Foley Boulevard intersection.
- 3-4. Work with Anoka County on improvements to following “A” minor arterials:
 - Hanson Boulevard
 - Coon Rapids Boulevard
 - Northdale Boulevard
 - Foley Boulevard
 - University Avenue
 - East River Road
 - Coon Creek Boulevard
 - Round Lake Boulevard
- 3-5. Support the construction of a new bridge across the Mississippi River between Ramsey and Dayton.

Goal #4: A Coon Rapids Boulevard design that is compatible with new residential uses along the street.

Objectives:

- 4-1. To improve the aesthetic appeal of Coon Rapids Boulevard.
- 4-2. To improve pedestrian safety.

Policies:

- 4-1. Advocate aesthetic improvements to Coon Rapids Boulevard that make it a much more pleasant street to drive and walk, and a street that is much more appealing to future residential redevelopment.
- 4-2. Support improvements on Coon Rapids Boulevard that improve safety and traffic flow without increasing speeds or adding more lanes.
- 4-3. Partner with Anoka County on a Coon Rapids Boulevard corridor study that evaluates the feasibility of limiting access, removing traffic lights at certain intersections, synchronizing the traffic light system, vacating segments of the service road system in order to reflect the *Coon Rapids Boulevard Framework Plan*, and eventual City jurisdiction over the street.

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TRANSIT

Coon Rapids is within the Metropolitan Transit Taxing District and classified as a Market Area III. Service options available for this area include peak-only express, small vehicle circulators, midday circulators, special needs para-transit, and ridesharing. Other transit options for City residents and visitors include local taxi cab companies and hotel shuttle service between local hotels and the airport.

Coon Rapids has regular transit service provided by Metro Transit, Anoka County Traveler and Northstar Commuter Coach. Northstar Commuter Rail will have a station at Riverdale. The commuter rail will replace the Northstar Commuter Coach service. The Foley Boulevard Park and Ride has been identified as a future Northstar Commuter Rail station. It is also the possible location for a Duluth to Twin Cities passenger rail service station.

Anoka County Transit provides several non-fixed route transit services. Anoka County Dial-a-Ride provides both regular and ADA curb to curb service in Anoka County. Anoka County Volunteer Transportation Program provides rides to and from medical, dental and appointments with social services for seniors (60+) and clients receiving services from Anoka county.

Bus service includes express routes, urban local routes, and suburban local routes. There are three express routes: Express Minneapolis Riverdale, Express Foley and Express University Avenue NW/94. The suburban local route is the Anoka Traveler-Northdale Boulevard. The urban local route is the Limited Blaine. The neighborhoods north of Main Street are lacking transit service. Local service should be provided to this area. The following is a list of the specific routes serving Coon Rapids:

854 Express	852 Express Northtown
824 Limited Northtown to Minneapolis	829 Limited Blaine
851 Express Minneapolis Riverdale	850 Express Foley
860 Express St. Paul	Anoka Traveler – St Paul
Anoka Traveler – Northdale Boulevard	

Feeder bus service to the Riverdale Northstar station, and eventually the Foley Northstar station, will be needed. The City will have to work with Metro Transit to determine the best routes. Routes will have to service communities outside of Coon Rapids as well as Coon Rapids. The local routes could also be altered so they can provide service to the stations.

Goal #5: A transit system that provides service to key points in the community, adjacent communities, and to downtown Minneapolis and St. Paul.

Objectives:

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- 5-1. Work with the Met Council to achieve the regional policy on increasing transit ridership by 50% by 2030.
- 5-2. Provide for a 25 minute trip to downtown Minneapolis from the Riverdale transit station.
- 5-3. Establish Northstar transit stations at Riverdale and in a future phase at Foley Boulevard
- 5-4. Ensure capacity for City residents on Northstar Commuter railroad trains.

Policies:

- 5-1. Urge the Metropolitan Council to provide schedules and routes that meet residents' needs.
- 5-2. Identify opportunities for transit stops and Park & Ride facilities in new and existing developments as part of the site plan review process.
- 5-3. Inform residents of various transit services such as Metro Mobility and use of cabs.
- 5-4. Improve pedestrian connections to transit stops.
- 5-5. Monitor transit ridership to ensure that it meets community needs.
- 5-6. Continue support for express commuter bus service in addition to the Northstar Line.
- 5-7. Support express bus service to St. Paul, and work with the Met Council on including a transit connection between Coon Rapids and the Target office complex in Brooklyn Park in their regional policy.
- 5-8. Ensure that development near the City's commuter rail stations and bus lines is transit-supportive in its density and design.
- 5-9. Develop feeder bus service for Northstar Commuter Rail.
- 5-10. Promote the development of the Northstar Foley Boulevard and Ramsey Commuter Rail station sites.
- 5-11. Promote development of Duluth to the Twin Cities passenger rail service with a stop at the Foley Boulevard station site.
- 5-12. The Land Use Plan includes increased housing density along transit corridors.

BICYCLE AND PEDESTRIAN FACILITIES

Transportation

A system of trails and sidewalks is an essential part of the Comprehensive Plan. Trails build connections, allowing people to move through the community without a car, provide the means for using parks and other natural areas, and offer recreational opportunities for Coon Rapids residents.

The trail and sidewalk plan is on Map T-7 “Sidewalks and Trails.” The City trail system includes portions of two regional trails, Coon Creek Regional Trail and Mississippi Regional Trail. The Sand Creek linkage connects the Coon Creek Regional Trail with Bunker Hills Regional Park. The trail plan has been updated with improvements to the system. Should the Foley Boulevard site be developed as a rail station, convenient well-designed pedestrian connections will be needed to nearby employment centers such as Evergreen Industrial Park.

For the purposes of the Comprehensive Plan, continued planning and development of the trail system should be guided by the following:

Goal #6: A trail and sidewalk system that allows for safe pedestrian and bicycle movements throughout the City and provides access to transit stops, parks, and other open spaces for residents of all ages.

Objectives:

- 6-1. Complete the missing links in the adopted system map.
- 6-2. Ensure safe pedestrian and non-motorized vehicle movements through the City.

Policies:

- 6-1. Incorporate trail development with street construction. Where possible, the trail should be detached and separate from the roadway.
- 6-2. Integrate trails and sidewalks into new subdivisions.
- 6-3. Provide pedestrian and bicycle accessibility to transit corridors and transit facilities, and other major activity and employment centers.
- 6-4. Coordinate City trail and sidewalk connections with adjacent municipalities.
- 6-5. Require pedestrian access within commercial developments and ensure connectivity with the City’s sidewalk and trail network.
- 6-6. Minimize crossing distances for at-grade pedestrian/bicycle crossings.
- 6-7. Adopt connectivity and block length standards that provide pedestrians with frequent crossing opportunities.

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- 6-8. Utilize crosswalks, illumination, signals, and medians to provide safe pedestrian crossings.

AVIATION

Airports

According to Chapter 2 of the Transportation Policy Plan, there are no airports located within Coon Rapids. Anoka County Airport, located in Blaine, is the closest facility.

Helipads

Mercy Hospital has an emergency helipad located at the northwest corner of their site, between a parking lot and Dakota Street. The helipad has been in existence since prior to 1984. The pad was upgraded with lights in 1987. The hospital averages two to three landings per month.

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Airspace Protection

The 652 foot tall WCCO radio tower is the only structure in the City over 200 feet tall. Generally, the City's zoning regulations limit the maximum height of structures to 70 feet and the height of transmission towers to 150 feet. The City will require anyone proposing a structure 200 feet or more above ground that could affect navigable airspace to notify the Federal Aviation Administration and the Minnesota Department of Transportation consistent with FAA form 7460

SPECIAL SITUATIONS

Corridor Studies

Four corridor studies have been completed that involve Coon Rapids: *Coon Rapids Boulevard Framework Plan*, the *Highway 10 Interregional Corridor Study (IRC)*, *TH 242/CSAH 14 (Main Street) Access Management Study*, and *Northstar Commuter Rail*.

Coon Rapids Boulevard Framework Plan

The City is conducting an on-going assessment of Coon Rapids Boulevard, both from a traffic and land use perspective. In 2000 the City adopted the *Coon Rapids Boulevard Framework Plan*. The Plan laid out concepts for the redevelopment and enhancement of the Boulevard. The Plan focused on land use issues; however, transportation improvements and a streetscape program were integral components. Updating and amendments to the Plan are being considered.

Highway 10 Interregional Corridor Management Plan

Highway 10 through Coon Rapids is included as part of the interregional corridor that extends along Highway 10 from I-35W (Mounds View) to TH 24 (Clear Lake). A study of the Corridor was completed in 2002 and resulted in an *Interregional Corridor Management Plan (IRCMP)*. In order to address identified deficiencies along the Coon Rapids section of Highway 10 the following projects were recommended:

- Access management – No new interchanges and improve existing interchange deficiencies.
- Convert to either a 6-lane freeway or an 8-lane freeway

Converting Highway 10 to a 6-lane freeway through the City has been identified as a long range project with a programmed start date in 2009. The City will work with other agencies towards implementing the recommendations of the study. The opening of the new Hanson Boulevard/Highway 10 interchange has resulted in more urgent discussions between MnDOT and Anoka County about increasing Highway 10 to three lanes each way between Hanson Boulevard and Egret Boulevard

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The City has identified the expansion of Highway 10 from four to six lanes as a need but acknowledges that this expansion is not included in the Met Council's 2030 Regional Transportation Policy Plan

TH 242/CSAH 14 (Main Street) Access Management Study

This study grew out of a need to address long-term transportation needs in central Anoka County. Main Street through Coon Rapids from Coon Creek Boulevard to the east corporate limits was included in the study. Key recommendations included:

- Implementation of the access management strategies should be primarily opportunity based.
- Access in the corridor should be managed in accordance with the proposed policies in the aforementioned study.
- Agencies should identify and pursue regional funding for implementing critical access changes.
- Agencies in the corridor should annually review and discuss access changes.

The City will work towards implementing the findings of the study.

Northstar Commuter Rail Corridor Advanced Corridor Plan

The Northstar Corridor is an 80-mile rail corridor, between downtown Minneapolis and St. Cloud. The first phase of this corridor has been approved and will run from downtown Minneapolis to Big Lake. The line would directly connect with the Hiawatha LRT. For most of its length Northstar runs parallel to Highway 10. The planned commuter rail line would operate on the existing Burlington Northern Santa Fe (BNSF) Railroad main line and include 12 stations and a maintenance facility. The Northstar Corridor Development Authority (NCDA), a joint powers board, was formed in 1997 to develop the service. The NCDA is comprised of local elected officials from three counties, county regional rail authorities, and cities and towns along the corridor.

The corridor includes a station site on Northdale Boulevard near Riverdale. A second station near the Foley Boulevard Park and Ride is proposed as part of the second phase expansion. The City is supportive of the efforts to establish commuter rail and will work with the NCDA and MnDOT towards establishing and expanding commuter rail service.

IMPLEMENTATION

Several jurisdictions will be responsible for implementing the City's transportation plan. In addition to the City, included are Anoka County, the State of Minnesota/MnDOT, the Federal government, Northstar Corridor Development Authority, and the Metropolitan Council. The Metropolitan Airports Commission is also responsible for protecting airspace.

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The **City of Coon Rapids** will monitor local conditions with respect to traffic levels, congestion, noise, safety, and adequacy of transportation infrastructure and service. It will advocate improvements that serve Coon Rapids residents and businesses and work with other government agencies to see that Coon Rapids' needs are met. It will undertake maintenance, including plowing and sweeping, of its part of the transportation system. It will also construct trails and sidewalks where the plan calls for the systems to be extended. The City will also review the plans of private developers and their contractors to assure that their street plans meet City standards. The City will share police patrol responsibilities with the State of Minnesota and Anoka County to enforce traffic laws and respond to accidents.

Anoka County will also study the need for transportation improvements. They will work with the City to study the future needs of Coon Rapids Boulevard. They will design and construct improvements to Coon Rapids Boulevard and other streets over which they have jurisdiction. They will also be responsible for plowing and maintaining all County designated streets.

MnDOT will be responsible for maintaining, improving, and widening Highway 10, including related bridge work. The **State of Minnesota** will provide funds to the City for maintenance and some construction projects.

The **Metropolitan Council** will be responsible for operating the regional transit system and coordinating service with the Northstar Commuter Rail service.

Northstar Corridor Development Authority will operate the Northstar commuter trains.

The **Federal government** will provide funds to the state and regional agencies for projects within the City.